#### RAILROADS.

LOCAL TIME TABLE.

Missouri, Kansas and Texas.

NORTH BOUND, Arrive, Texas and Pacific. EAST BOUND. WEST BOUND. No. 1, daily. No. 4, daily. No. 7, daily. Transcontinental. NORTH BOUND.
Arrive. Leave.
7:25 a.m No. 82..... SOUTH BOUND. 1:10 n.m. Fort Worth and Denver. Arrive. Leave. Gulf, Colorado and Santa Fe. NORTH BOUND. Arrive. Leave. No. 3. 9:10 p.m. 9:10 p.m SOUTH BOUND. No. 2. 11:35 a.m. 11:40 a.m. No. 4. 5:30 p.m. 5:30 p.m. Fort Worth and Rio Grande. Fort Worth..... 5:00 p.m. 9:00 a.m Houston and Texas Central.

Leave. Arrive. Express trains ...... 6:05 p.m. 8:55 a.m All the above trains from the Union Depot. C. D. Lusk, Ticket Agent. St. Louis, Arkansas and Texas. Express and mail...... 6:15 p.m. 9:20 a.m

### THE RAILROADS.

Officials of the Fort Worth and Denver in the City to Hold the Annual Meeting.

What Immigration Commissioner Cameron Has Done for the Panhandle-The Fort Worth and Rio Grande.

Home Notes. W. C. Robinson of the Denver, Texas and Fort Worth was in the city yester-

It is predicted that the Houston and Texas Cental will be the next road to give Fort Worth double daily train ser-

The laving of the third rail on the Rio Grande Road, which stopped at Canon City some months ago, has been resumed, a large gang being employed in laying the standard.

The fact that the Fort Worth and Rio Grande had bought 10,000 tons of steel rails published yesterday was received with great pleasure by citizens. All were satisfied that the company would push ahead, but whether at once or late in the spring was not known. The announcement of the purchase was, therefore, looked upon as an indication that work would soon begin.

The proposed meeting of the International Association to revise Texas rates in accordance with the advance ordered by the presidents of the various roads will not be held until December 11, and the place of meeting will probably be St. Louis instead of Chicago.

General Manager Scott and Superintendent Phillips of the Atchison, Topeka and Santa Fe left for the north in a special car yesterday morning. There was a rumor current that President Strong would be in the city yesterday but this was without foundation, the presence of General Manager Scott probably giving rise to the rumor.

General Manager Meek of the Fort Worth and Denver, and E. T. Reynolds, connected with the road, arrived in Fort Worth last night in Colonel Meek's private car, and were met at the depot President Jones and Dr. A. Adams, one of the chief surgeons of the system. J. T. Granger of New York, treasurer of the company, and S. Tighlman, largely interested in the affairs of the company, had already arrived and gone to the Ellis Hotel, where Colonel Meek and party repaired, The gentlemen had nothing to say except the annual meeting would take place to-IDOTTOW ..

General News.

The present managers of the Trunk road think there will be a change in the road about January 1. We don't care what kind of a change is made if the road Is put through and repaired .- [Kaufman

It is reported that a scheme is on foot to organize a federation of all railroad employes, excepting conductors, the membership of which will be about 100,-000. The features are to be an insurance and strike fund, and that no branch shall quit work without gaining the consent of the governing board of the federation.

The fast mail was passing through ing the proper warning, suddenly saw ing the proper warning, suddenly saw for the principal actor in the trages two girls walking on the track. He could do the part that has been assigned yell and then leave them to their fate, or he could rush to their rescue and his own fail and the president-elect would of fate. There beat the here's heart in It is not improbable that the experience fall the scheme may result in its entire fall

girls. When the train had passed the girls looked for their rescuer. He lay limp, bruised, crushed-dead.

They do some things well even in Russia. There has recently been adopted on all Russian railroads an ingenious device. It consists merely of a tablet, conspicuously displayed in each compartment of the train, bearing the name of the next stopping-place. A simple bit of mechan-ism enables one of the train hands to make the necessary change for each station. Such an arrangement is compara-tively inexpensive and is of very great service to passengers.

The success of General R. A. Cameron, commissioner of immigration of the Fort Worth and Denver, in bringing people to the Panhandle of Texas is due in large part to the methods he has pursued in placing the country bfeore the people, General Cameron studied the Panhandle closely, he went among the farmers and the people generally who knew what the land would do and then he could say to the people of Iowa and other states, "if you will come to Texas and settle on the line of the Fort Worth and Denver anywhere from Wichita Falls up to Texline you can raise wheat, oats, barley, rye, sorghum, the forage crops generally, and by adding a few cattle you will do well, but you should not try to raise cotton and corn. ' What General Cameron told then has been verified. Those who have come and who have followed his advice have done well, his advice have done well, and will do better. The finest wheat which has been bought in Fort Worth this year came from Wilbarger county, splendid wheat will be grown along the Fort Worth and Denver in 1889. In granary of the United States. It has already paid the Fort Worth and Denver to have the land properly studied and properly represented. Railroads employing intelligent immigration commissioners like General Cameron will reap their reward. The people who come are not disappointed and the railroad company has in consequence a contented set of patrons. Fort Worth will also profit by the wise action taken.

Some Great Railway Corporations. For the year ending December 31,1886, the London and Northwestern owned in whole or in part 1834 miles of road, the Kingdom, the Great Western operating 2427 miles. It owned 2534 engines, 6473 earriages and 53,423 wagons or freight cars. The Midland Railway owned 82,-734 wagons and the Northwestern Company London pany 75,337. The capital of the London and Northwestern amounted to £101,760,009, equal to about \$500,000,000. The company has since then not greatly increased its mileage or its capital. In 1884 it carried 54,976,111 passengers and 33,606,510 tons of freight. We do not know how many men it em-ployed. It was and still is the largest railway company in Great Britain. The Pennsylvania Railroad company owned on January 1, 1888, 455 miles of road, and leased and operated in all 2383 miles; it owned 1349 engines and 32,101 cars of all kinds. It carried 35,785. 769 passengers and moved 50,033,296 tons of freight. The Atchison, Topeka and Santa Fe Road owns 3366 miles of road, and operates 7384 miles. The Pennsylvania road does not operate the second largest number of miles of road: there are at least five larger roads in mileage in this country. They are: The Atchison, with 7384 miles; the Central Pacific, with 5825 miles; the Chieago, Milwaukee and St. Paul, with 5355 miles; the Chicago, Burlington and Quincy, with 4233 miles, and the Chicago and Northwestern, with 4101 miles .-New York Sun.

A Horrible Conspiracy.

There have been several occasions in the history of this country when the life of a newly elected president has been in grave danger. The memorable trip of entire force of Abraham Lincoln to Washington just previous to his first innuguration is familiar to the present generation. Threats against Hayes were not few. Garfield, Arthur and Cleveland were marked as victims by irresponsible ''eranks.'' But not since the days of Lincoln has there been an organized conspiracy against the life of a president.

It is therefore with the utmost horror that the Journal contemplates the details of a conspiracy against the life of General Harrison, which has just been brought to its notice. Exposure of the diabolical plot may, however, prevent its consummation. The plan seems to be about like

The president-elect must make a trip to Washington not later than March 4. He will doubtless travel by rail. Upon this probability hinges the possible ess of this ingenious plot. He will ride in a luxurious car, furnished with all the comforts known to modern travel. Apparently no effort will be spared to insure his comfort and safety.

But somewhere on that train will be oncealed the Deadly Car Stove. It is expected to be the chief actor in the conspiracy; to it has been assigned the duty of committing the awful deed, have for its co-conspirators General Indifference, Patient Public, Broken Rail, Open Switch, General Wreck and others Herkimer, N. Y., Elagman Wolver, giv- It is for these to furnish the opportunity

ure. For this is one of the things that are The Car Stove must go .- [Minneapolis Journal.

Accepted by Atchison. The city council of Atchison, Kan., after a protracted debate, has voted to accept the proposition of the Missouri Pacific to locate the proposed new shops of the company at that point. The city contributes to the enterprise \$100,000. question hinged on the stand taken by five of the councilmen, that as a condition precedent to the ordinance to several outlaying additions should come into the city limits. The owners of these finally consented, and the ordinance passed by a vote of nine to one amidst applause. The company three years ago bought 100 acres of ground west of the city upon which to locate shops, and a proposition was later submitted, but the two great strikes intervened and the project was abandoned. -[Denyer News, December 6.

Missouri Pacific's Drop.

The Missouri Pacific fell below the lowest point ever known since the stock was quoted on the Stock Exchange, on Tuesday, but yesterday it fell lower still, and it is now selling for exactly one-half the price of the stock when Mr. Gould was no more bullish upon it than he is to-day. As for Atchison, it was thought a very rash bet six weeks ago to wager that it would cross Union Pacific this year. It has done so easily with a whole month to spare, and now if New England would only stand still for a while or brace up a little. Atchison would soon eatch up with that fancy too. What would you think of a wager that Union Pacific would eatch up with Burlington and Quincy within six months? There are probably people enough who would be willing to lay that wager without asking big odds either .- [Wall Street News, December 6.

High Railway Speeds,

It would be unwarranted to say that we have reached the limit of speed on railways; yet very few people ever speculate on the possibilities of higher speed, and what limit it will reach. The tendency is constantly toward quicker travel on express trains, and the officials of the leading roads of the country-the arteries of travel and traffie-are stendily at work straightening tracks, cutting down steep gradients, and improv-ing the roadbed, all of which are necessities before speed can be greatly increased. Then come engines with increased grate surface and consequently more steaming capacity, and with larger diameter of drivers. A few years ago five-foot drivers were the largest used on passenger locomotives. Now those of six or six and a built feet are common. Given the same piston speed, and a locomotive with six and a half foot drivers covers twenty-two feet at each revolution, where an engine with five-foot drivers will cover only eighteen feet.

The principle of short trains and more frequent ones, finds favor on roads which are working to reduce their running time. The short train can be stopped and started and hundreds of thousands of bushels of more quickly, is capable of higher speed, and in all ways is more convenient than a long one. All these things are working fact this very section will become the together to increase train speed; and with the tracks reasonably straight with no steep grades, with solid roadbed, heavier and more powerful locomotives, and trains of four coaches, the time cannot be far distant when sixty miles an hour can be made the regular running time of express trains in sections of the country where the heavy travel will justify the expense.

But a mile a minute can by no means be taken to be the lowest practical time limit. It has been often exceeded on our present roads; and there is no doubt thatwith roads built to stand the tremendous rush and shock of high speeds, with better bridges, heavier engines and rolling stock, a mile a minute would be slow to second largest mileage in the United the speed which is mechanically both possible and safe. There is of a limit to high speed course of trains, beyond which faster running can not be made regular; but we are inclined to think that economic limit will be nearer 100 miles per hour than sixty; and in fact are inclined to the belief that the day will come when 100 miles per hour will be made on American railroads. There is no insuperable difficulty in the way; it is a mere matter of the perfection of the road, power of the engine, and strength of cars. When it s profitable to use such a high speed, we may be sure American enterprise will give us the means of reaching it .- [Toledo Blade.

#### THE HAYMARKET RIOT.

Another One Was Expected in Ohicago Yesterday, But It Failed to Materialize.

CHICAGO, TLL., Dec. 9 .- The streets around Harmarket were thronged with people all the afternoon who came expecting some sort of an anarchistic demonstration. More policemen than usually detailed on these streets were on duty, and did not allow crowds to congregate about the corners or saloous. There were no more people than usual on the street and adjoining quarters on Milwankee street or in the saloons frequented by anarchists on the Island avenue and on Twelfth street. Until o'clock in the afternoon the policeman was on reserve. West side stations were filled with officers up to that hour, but absolutely no trouble was encountered either in these localities or elsewhere in the city. Only one meeting was held in the city so far as known, and that was held ostensibly by the German freethinkers for the purpose of organizing a society aniong believers in social and religious erty, the aim of which should be the founding of a school for children where religion might be entirely done away with. About 300 people were present, mostly women and children. Detectives were present by invitation. \*

Militin Ordered Out in Missouri.

Kansas City, Mo., Dec. 9 .- Governor Morehouse, who is now at Bevier, Mo., has ordered out the militia, and Colonel Moore will leave here at 6 o'clock in the morning with two companies of the Third regiment for the scene of trouble.

The Record of a Rogue.

Boston, Mass., Dec. 8 .- Sarah E. Howe, who, it is estimated, has swindled people out of at least \$200,000 by her plausible schemes, chief among which was "The Womans Bank, '1 was arrested this afternoon upon complaint, as far as could be arned, charging her with swingle to flour ladies in 1886 out of \$2000. e has a long record of con

THE NEW SOUTH.

A List of New Industries and the Enlargements of Old Ones Under Headway in Texas.

Manufacturers' Record.

In its weekly "Construction Department," giving a list of all new enterprises in the South, the Manufacturers' Record of this week contains the following items of new industries and enlargements of old ones in this state:

Abilene-School-Money is being raised to erect a, two-story brick school building. John Hoeny, Sr., can probably give information.

Abilene-Corn and Flour Mill-The stock company lately mentioned as organized by the Farmers' Alliance to build a roller flour mill, have ordered machinery for a roller corn and flour The corn mill will be in operation by January 1, and the flour mill in time

for the next crop.

Alvarado—Creamery—A company is being formed to start a creamery.

Brownsville—Public Improvements— The city council have decided to issue \$15,000 public improvement bonds to complete the sum needed for the school building, jail and enginehouse, etc., previously mentioned. The mayor can

give further information. Burnet-Ice Factory-Frank Schraud and Charles Schmidt of San Antonio will erect a three-ton ice factory. They have leased a site and will soon commence

Corsicana-Mining, etc. - The Texas Investment Company has been chartered, with John C. Willis, George F. Williams, R. O. Elliott and others as directors, to deal in land, engage in mining, etc. The capital stock will be \$250,000.

Dallas-A large hide-drying and packing establishment is being erected at West

Dallas-Planing Mill-Boyd & Webster are rebuilding their large planing mill previously mentioned as burned. Fort Worth Excelsion Factory-An excelsior factory is being erected by C. F.

Sammons. Fort Worth-Wagon Factory-There is talk of a \$300,000 stock company being organized to build a large wagon factory. Worth-Street Railroad - The North Fort Worth Street Car Company have leased the lines of the Fort Worth Street Car Company, and will operate these lines in connection with their five miles of road mentioned last week as to be built. Rails have been purchased. The company contemplate soon operating all their roads by electric power.

Galveston-Dynamite Fuetory-A company is being organized to manufacture dynamite, and works are to be erected near Galveston at once. Louis Seigel will be superintendent.

Galveston - Transportation - The -Columbia Transportation Company, capital stock \$20,000, has been chartered by Branch T. Masterson of Galveston; J. G. Smith of Brazoria and T. L. Smith of Columbia, Jasper - Courthouse - Jasper county

contemplates building a courthouse to eost about \$25,000. Address commissioners' courts for particulars. Kerrville-Murble Quarry-A marble

quarry has, it is stated, been started by Frank Fitch of San Antonio. Lassater-Saw Mill-The East Line Lumber Company, lately mentioned, will build a saw mill with a daily capacity of 25,000 feet, and want to purchase ma-

Lewisville-Corn Mill-J. N. Kealy speaks of erecting a roller corn mill. Lewisville-Flour Mill-The Lewisville Mills, lately mentioned as to improve

their flour mill, have decided not to do so until next spring. Moscow-Planing Mill-T. L. Hackney will add a planing mill to his saw mill, and wants to purchase machinery for

same: also a slab elevator New Braunfels-Flour Mill-M. Landa & Bro, will enlarge their flour mill and put in a new water wheel. Nona-Lumber Mill-The Nona Mills

Company will add to their lumber mill one 20x30-inch engine, one set twin, rolls one 20x30-Hen engine, and block and heavy carriage and block Orange — Lumber Mill — Lutcher & Moore will put in a band sawmill — blick ma-

lumber mill, and want to purek chinery. If satisfactory the two more band mills. Paris—Publishing—J. E. Ellis will publish a daily paper.

Pecos-Corn and Flour Mill-Jacob Morrow is building a corn and flour mill on Toyah creek. Rusk-Lumber Mill-R. Prior & Sons

have added machinery to their lumber mill, including a cotton gin, etc. San Antonio-Wool Scouring Establishmest-G. Helleman & Co. have put in op-

eration a wool scouring establishment which has been idle for several years. San Antonio-Hotel and Sanitarium, -The H. H. McLane property, containing about 150 acres, situated near San Antonio, has been purchased by a syndicate who contemplate building, it s said, a \$500,000 hotel, a large sanita-

rium and an electrical street railroad to

connect with San Antonio. Sherman-Electric Light Plant-A committee has been appointed to consider the feasibility of erecting the incandescent electric light plant referred to last week. The mayor can give information. Texarkana - Soap Factory - Messrs. Lemley, Andrews and others have char-

tered the Texarkana Soap Manufacturing Co., capital stock \$15,000. Texas-Sugar Factory-Kansas parties contemplate erecting, at a cost of about

\$100,000, a factory for manufacturing sugar from sorghum. Tyler-Car Works-A proposition for the establishment of ear works is being

considered. Eighty thousand dollars is reported as being subscribed toward securing the enterprise. Weatherford - Jute Factory - The

Weatherford Native Jute Rope Manufacturing Co., previously reported, have started the manufacture of jute.

The number of new industrial enter-prises organized in the South during the past week, as shown by special reports to the Manufacturers' Record, has been so large that it is difficult to give even a summary of the most important ones. extends over almost the whole range of human industry, embracing pig iron furnaces, foundries, machine shops, cotton and woolen mills, cotton com presses, fruit canning factories, electric light works, flour mills, grist mills, saw mills, planing mills, sash, door and blind factories, furniture factories, to-bacco factories, brickyards, ice factories, gasworks, breweries, quarrying companies, and companies to mine coal, iron ore, gold, etc. In Alabama the two English syndicates lately mentioned have purchased 300,000 acres of coal land. which will be developed on a large scale. Birmingham is to have a 6000-spindle cotton mill; Anniston, car-spring works to employ several hundred hands, a nail mill and a wachine shop. A \$3,000,000 railroad company has been formed to consolidate two short roads and extend them so as to make a through line from Atalla via Gadsden and Annison to Blocton. There are now thirteen

ton coal mines are large their daily output to 5000 tons. Two new furnaces have blown in near Birmingham, and there are rumors of large rolling mills, etc. to be put up. Rome, Ga., reports two companies with paid-up capital of \$600,-000 and \$300,000 respectively, to mine ore and east, manufacture iron, lumber. etc.; Brunswick, a \$1,000,000 company

to build compresses, claimed to be most powerful in the world, and a \$60,-000 woolen mill. Two cotton mills are projected at Athens, Tenn.; one at Louisville, Ky.; one at Talladega, Ala., and at Lynchburg bids are invited for building a 10,000-spindle mill. Over \$500,000 are being put into new breweries and the enlargement of old ones at Louisville, and one of them has asked for permit to lay pipes under the streets to de-liver beer direct from the brewery to the largest consumers. Shreveport has a new 860,000 brewery company; Lynchburg \$30,000 knitting factory; Norfolk, \$50,000 lumber mill company and new gas company; Galveston, dynamite factory; Carabelle, Fla., \$100,000 lumber company; Navarro, Tex., \$250,000 mining company; Chattanooga, new boiler works; Louisville, \$25,000 coal mining company; McKendree, W. Va., \$18,000 coal mining company; several other coal mining companies in West Virginia, Tennessee, etc. At El Paso, Tex., a \$600,000 company is at work on a great irrigating and canal enterprise; San Antonio is to have a \$500,000 hotel and sanitarium. It is rumored that contracts have been made for the two new farmees projected at Radford, Va.: a new furnace at Iron Gate, Va., is talked of, and : \$100,000 sorghum sugar mill is reported from Texas. A. \$500,000 cotton bagging factory is projected at New Orleans. The Richmond and Alleghany Railroad Company have purchased several hundred nores of land on which to build machine shops, roundhouse, etc.: railroad machine shops will also be built at Danville, Va., and Americus, Ga. Of other enterprises, such as electric light plants, gas works, railroad projects, wood working factories, general improvement companies and the enlargements of plants aiready in existence, the list for the week as given in the Manufacturers' Record to-

DEADLY ALTERNATING CURRENT. It Will Drive the Haugman Out of Business in

day is unusually long, and everything

points so a continuance during the winter

of this wonderful development of the

South's material resources and rapid in-

dustrial advancement.

New York After January 1. -Washington Star, December 6. Experiments made at Edison's lab-

oratory at Orange, N. J., yesterday decided that the hangman's occupation will be gone in New York after January 1, when the law requiring criminals to be executed by electricity goes into effect. Up to the present there has been some loubt as to whether certain results could always be produced by electricity, but yesterday's experiments settled the question definitely. The first victim was a calf weighing 12412 pounds. The hair was cut on the forehead and on the spine behind the fore legs, and sponge-covered plates, moistened in sulphate of zinc, were fastened in place. The resistance of the animal was 3200 ohms. An alternating current of 700 volts was applied for thirty seconds and the animal was killed instantly. It was dissected by Drs. Ingram and Bleyer, but the brain, heart and lungs were found to be in normal condition, and the meat was pronounced it for food. One metal plate carrying the current touched the hair of the forehead and slightly burned it, but other-wise there were no external indications of injury. The second calf weighed 145, pounds, and had a resistance of 1300 The deadly alternating current at 700 volts pressure was applied for five seconds, and produced instant death. A horse weighing 1230 pounds was next killed by passing the alternating current at 700 volts from one foreleg to the other. The resistance of this animal was 11,600 ohms. The experiments projed the standard of the confermating current to be the madedendly bree known to science.

Tobacco is rich mad

ABILENE.

Cattle Shipments Unreasonably Heavy-Talk of Another Roller Flour Mill.

Correspondence of the Gazette.

ABILENE, TEX., Dec. 9.—The cattle shipments from this point have been more than usually heavy for this time of the season. The Texas and Pacific Railroad receipts show that over one-fifth of the cattle hauled over their line this year were shipped from Abilene. The Hittson Ranch shipped yesterday two train loads of fine beef cattle for the Northern markets. The range still remains good and stock will go through the winter in this section with very little loss if any.

County court has been in session during the past week. The docket was light, no cases of much importance being disposed of .

Dr. Turner, who was reported last week as sent to jail in default of bail, has given the required bond and is out amongst his friends once more. The doctor says he has come back to Abilene to live and does not propose to be discouraged by his misfortunes.

There is considerable talk of the erection of another roller process flour mill, and those who have the matter in charge speak very hopefully of its success. The Alliance people, it is understood, are behind the enterprise pushing it. It is hoped the undertaking will prove success. ful. Abiline wants all the manufactories see can get.

ods in the Market. Prettiest W. F. Lake as professionable beautiful line of a fware to she sons looking for the py presents. nestionably got a ware to show per-Defaulting Telegraph, Operator.

Special to the Gazette. HILLSBORO, TEX., Dec. 8 .- C. O.

Walker, day telegraph operator at the Missouri Pacific Rallway depot, was dismissed by the company, when an investigation showed him to be a defalter to the amount of \$130.90. He skipped out, and has not yet been apprehended. The officers are on his track and think they will capture him.

Murder in the Second Degree.

LITTLE ROCK, ARK., Dec. 8 .- J. A. Gifford, the warden who whipped the convicts to death at Coal Hill, was convicted of murder in the second degree at Clarksville on one count, and sentenced to five years in the penitentiary.

W. F. Lake inst gotten in a new line of attract cuspadores at ruling furnaces along this line, and the Bioc- prices. See

RAILROADS PANHANDLE Denver, Texas & Fort Worth Railroad. Shortest line, quickest time from the Gulf of Mexico, Fort Worth and all principal points in Texas to Rocky Mountain resorts and Pacific coast, including Trinidad, Pueblo, Maniton Colorado Springs, Denver, Col., and Sale Jacke, Utah, Daily trains leaving Fort Worth \$355 a. Rates of Fare from Fort Worth. To Trinidad \$4.07 to Pueblo \$22,00, to Col-orado Springs 10.06; to Denver \$24,00. Rogina of Execusion Rates! From Fore World to Trinidad and return \$25.00; to Pueblo Colorado Springs and return \$25.00; to Denver all return \$30.00, to Salt Lake and return \$30.00.

is good for 30 days going and 30 days re-e, with lay over privileges both ways, is limit of ticket until October 31, 1888. Special Excursion Rates by all rallroads in Colorado to persons

talding our excursion tickets.

The summer reserts of Colorado are noted the world over, and the scenery over the Denver and the Grande Raitroze's the grandest on earth.

Tickets on sale via Texas Panhandle Route at all coupon ticket stations in Texas and Louisiann. City Agent, or W. V. NE Main Street, Fort Worth,

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THE EAST AND THE WEST. Short Line to New Orleans and

Points in Louisiana, New Mexico, Arizona and California.

Favorite Line to the North, East and Southeast.

Dools chily line of Pullman Palace Sleeping are through to St. Louis via the

#### Iron Mountain Route.

See that your ticket reads via the Texas and Pacific Reilway. For unps, time tables, ticket rates and all required information call on C. D. LUSK, Ticket Agent Union depot, Fort JAKE ZURN, Ticket Agent City office, corner Main and Third streets.
H. C. ARCHER, Traveling Passenger Agent. B. W. McCULLOUGH, General Passenger and Teket Agent, Dalias, Tex. JNO, A. GRANT, General Manager.

700 JERUS 1972

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H. P. HUGHES, Texas Passenger Agent, Fort Worth, Texas. Forth, Texas. GASTON MESLIER, General Passenger and

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No. 2, fast mail, Denison to Houston in the teen hours. Through Buffet Sleepers between Galveston and St. Louis and Corsicana and St. Louis via Dalias, Denison and Sedalia. Parmau Sleepers and Drawing room cars between Houston and Austin. Steamship tickets to or from any point in Europe. Local Time Card, in Parer April 1, 1888.

Local Time Card, in Edict April 1, 1888.

GOING SOUTH DALLY, GOING NORTH DALLY.
Leave. Arrive

No. 4. No. 221 Stations. No. 1. No. 3.

5:00 pm@ff59 am. Denison. 11:00 pm 11:30 am
3:25 npf 6:35 am. Sherman. 19:40 pm 11:30 am
3:25 npf 5:45 am. McKinney 9:20 pm 11:30 am
4:55 pm 5:40 am. McKinney 9:20 pm 9:50 am
6:45 pm 7:20 am. Dallas 8:00 pm 8:30 am
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9:30 pm 10:15 am Austin. 4:15 pm 7:30 am
9:30 pm 5:00 pm Hearna. 2:00 pm 12:40 am
9:30 am 5:00 pm Hoaston 9:30 am 9:30 pm
9:20 am 7:00 pm Galveston 7:10 am 6:45 pm
9:20 am 7:20 pm Galveston 7:10 am 6:45 pm
6:55 am New Orleans 7:20 pm

A. FAULKNER, Gen. Pass. Agent, Houston, A. FAULKNER, Gen. Pass. Agent, Houston. C. D. LUSK, Depot Ticket Agent.

## SANTA FE ROUTE.

No. 3, No. 1. STATIONS No. 2 No. 4, Daily. D 1:45 pm 1:44 pm A.Schwirville 9:90 nm 2:30 pm 5:15 pm #25 am San Angelo 4:25 am No. 8, 5:20 am A. Temple, A 5:20 pm 1:10 pm 5:20 am A. Temple, A 5:20 pm 1:10 pm 7:00 pm 1:10 pm 1:25 am AFt Worth D II:10 am 5:20 pm 9:10 pm 11:35 am p Ft Worth a 11:25 am 12:10 am 2:35 pm Gaines tille 8:35 am 7:10 pm Purcell. 4:35 am 9:20 am Kansus City 11:20 am 7:50 pm 10:00 am . Cleburne . 12:50 pm 6:25 pm 0:20 pm . Dallas . 10:15 am 4:00 pm 5:30 pm 12:35 pm . Dallas . 5:30 am 9:00 am 6:20 pm 5:40 pm . Paris . 5:90 am 9:00 am 6:00 pm A St. Louis D . . . . 8:15 am 10:20 pm 5:40 pm

Pullman Palace Builet Sleeping Cars between Galveston and Kansau City on trains Nos. 1 and 2, and between Temple and St. Louis on trains Nos. 1 and S. Mos. 1 and S. G. P. & T. A., Galveston, J. E. SMITH, City Passenger and Ticket Agent Fort Worth. C. D. LUSK, Depot Ticket Agent, F. Worth.

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